of the State committee on canals; forme

DENIAL ALSO IN WASHINGTON

ACT GIVES MARCH NEW RANK.

Wadsworth Also Would Promote

Liggett and Bullard.

Military Committee.

MAYNARD PASSES RENO ON WAY EAST

"Flying Parson," First to at San Francisco.
Lieut.-Col J. N. Reynolds, DH-4 No. Start Second Leg of Trip, Crosses Sierras.

MARTIN BOMBER CRASHES Cheyenne.
Lieut. J. P. Roulett, DH-4 No. 32, at

Heavy Fog in Neighborhood of Omaha Causes Number of Accidents.

an Francisco on the return fight to the Omaha. Atlantic coast only con minutes after Capt. R. Steinle, DH-4 No. 22, a the time barrier holding him at the Council Bluffs. In.

Major E. B. Lyon, DH-4 No. 28, a

With the same michin-like precision omiha.

With which he has regulated no "shin" lieut. Maynard took off at 1:22 and omiha.

Lieut. Maynard took off at 1:22 and omiha.

Lieut. Omiha.

Lieut. Omiha. ing him from Mather Field, Sacramento, in forty-nine minutes. He semained at Mather Field an hour, departing at 3:11. During this time he inspected his ship for the journey over the Serra Nevada at Des Moines.

Lieut G. Gaie, DH-4 No. 46, at Rock Lieut G. Gaie, DH-4 No. 46, at Rock Mountains, which he regarded as the most dangerous barrier in his path to Mineola, and incidentally to his wife and two baby, girls He surmounted the mountains and reached Rene, Nev., 112 miles away, in fifty-nine minutes. From at Clev he pressed on to Rattle Mountain Nev., 160 miles away, where he spent

Lieut. Maynard's plane was in fin Lieut. Maynards plane was in one shape for the return journey, and he hoped to beat his own flying time of 24 hours 59 minutes and 50 seconds, with the aid of favoring winds, which generally blow from the west. The only replacement he made in San Francisco

While Lieut. Maynard was getting ready to take off Lieut. Col. T. S. Bowen, flying a De Haviland B'uebird, arrived at 11:31. Col. Bowen was the eighth of Mineola fliers to arrive.

Of the five San Francisco fliers who have arrived at Mineola only two, Capt. L. H. Smith, who was third, and Lieut. Robert Worthington, who was fifth, are willing to fly back. The others, includ-ing Major Spatz, who finished first, are frankly not eager to make the return trip. They say that their machines are unfit for the flight as the result of the rough weather they met on the east-ward trip. The maximum time Major Spatz and Lieut. Kiel, who arrived Sat-

would return to the Pacific by a South-ern route. Both men expressed a pref-erence for a trip through the South. "I know nothing of any change of pro-amme for the return to San Fran-soo," he said. "So far as I know, the dators will return the way they came."

Crashes at Omaha.

bad weather which has per sistently followed the fliers from the East moved out to Omaha, Wyoming and Utah, with many of them yestercausing one crash and severa

The hig Martin homber, the largest entry, was completely wrecked and Capt. Roy N. Francis, pilot, and four passengers badly shaken up when the plane ran into some telegraph wires thirty miles west of Omaha. Among the passengers was Capt. De Lavergne, the French Military Attache at Washington, who has had conspicuously bad luck. hig Martin bomber, the largest

were greatly surprised by the news that Capt. Francis's entry had been clim-inated. The bomber is a comparatively slow ship, being rated at only 112 miles an hour, compared to the fleet DH planes which rate 124, but no one had doubted that it would reach San Fran-cisco in safety. Capt. Francis has flown many months, and has never before had a crash in a bomber.

Lands in Corn Field.

Lands in Corn Field.

Capt. Francis, together with Lieut. J.

T. Johnson and Capt. Felix Steinle, left
Des Moines, the control next to the eastward of Omaha, before word reached the
control commander of the fog. Lieut.
Johnson, flying an SE-5, was severely
bruised when he attempted to land three
miles from Ak-Sar-Ben field, Omaha, at
\$230 in the morning. Later with temperary repairs he flew to the field, arriving there at 10:19:52. Capt. Steinle,
who was flying a De Haviland with
Sergeant H. Meyers as observer, succeeded in landing in a corn field eight
miles southeast of Council Bluffs, Ia.,
after becoming lost in the fog.

Lieut. S. R. Wells, officer in charge
of the control station at Omaha, held
Lieut. D. B. Gish, who was permitted
to restart after his first plane was
wrecked by fire, Major J. W. Simons,
Jr., Major Henry Abbey and Major Edwin B. Lyon because of the bad weather,
At Des Moines Lieut. R. C. Kirkpatrick,
Lieut. L. V. Beau and Lieut, R. L. Maughan were held. Lieut. J. P. Roullet
and Lieut. F. W. Torney were held at
Cheyenne. Word reached New York
yesterday that H. J. Meyer, mechanician
on Lieut. H. D. Norrie's plane, which
crashed Monday in the fog at Oconto,
Neb. had suffered a fractured, shoulder

on Lieut. H. D. Norris's plane, which crashed Monday in the fog at Ocento, Neb., had suffered a fractured, shoulder in the wreck.

Cadet D. L. Cardiff, whose Fokker plane has been giving much trouble since he left San Francisco, reached Sait Eake City yesterday and expressed the hope that he could continue eastward to-day, as soon as necessary repairs have been made. Another claimant for hard luck honors in the race is Major A. H. Gilkeson, who reached Chicago at 11:36 A. M. He has flown in rain most of the time since he left Mineola, his plane caught fire once between Cleveland and Bryan, Ohlo, and he had serious engine trouble all the way to Chicago yesterday.

"I'm going to finish this race," he Major said.

POSITION OF FLIERS IN TRANS-U. S. RACE

Five Airmen From West Have Reached Mineola.

Following are the controls where avia-FROM SAN FRANCISCO.

Mineola. Lieut. E. C. Kiel, DH-4 No. 62, at Capt. L. H. Smith, DH-4B No. 55, at

Major Carl Spate, DH-4 No. 61, at

Mineola.
Lieut, H. E. Queens, DH-4 No. 52, at Mineola.

Major J. C. Bartholf, SE-5 No. 51, at

Lieut. P. Righter, DH-4 No. 65, at Cheyenne. Cadet J. Cardiff, Fokker No. 64, at Salt Lake City.

FROM MINEOLA. Lieut. B. W. Maynard, DH-4 No. 31, at Reno (return trip to Mineola). Lieut. A. Pearson, Jr., DH-4 No. 8, at San Francisco.

Lieut. L. S. Webster, DH-4 No. 15, at San Francisco.
Lieut. E. M. Manzelman, DH-4 No. 39, at San Francisco.
Capt. H. Drayton, DH-4 No. 47, at San Francisco.
TERMINAL OPENED TERMINAL OPENED Capt. J. O. Donaldson, SE-5 No. 50

of the State committee on canals; former Governor John A. Dix, former Governor Martin H. Glynn. William P. Doran, supervisor of towing; J. W. Grady, canal traffic agent, and Alfred N. O'Nell, clerk of the Department of Public Works.

George W. Lethbridge headed a committee representing the Maritime Exchange. The Hudson Valley Federated Chambers of Commerce were represented by George E. McCoy of Peekskill, president; Alfred Jenkins of Poughkeepsie, secretary; Frederick W. Wilson of Newburg, Judge C. W. C. Arnold of Poughkeepsie, P. A. Canfield of Kingston, Alexander Stols of Yonkers and George A. Coleman of Poughkeepsie, Deputy Superintendent of Banks. Energy Needed to Obtain Proper Facilities.

NIXON SHOWS BENEFITS

Grain Trade May Go to Montreal if Accommodations Are Not Provided.

State and city officials, the first comurned over to the State Superintendent Public Works, Edward S. Walsh. Navigat'-n being on the eve of closing there p obably won't be much traffic nere until spring, but when it comes the

"Transportation is our greatest prob lem," he said. "Every investigation that has been made to find out why with farmers raising food so near this city when it became clear that if the cana

rough weather they met on the east-ward trip. The maximum time Major Spatz and Lieut. Kiel, who arrived Saturday, are permitted to remain at New York will expire Fridays morning. If they are not in the air by then they will be disqualified.

Col. Archie Miller, in charge of eviation on Long Island, put a stop to rumors that Major Spatz and Lieut. Kiel more than the more that Major Spatz and Lieut. Kiel more than the mo

Lewis Nixon, Public Service Commis-sioner, who was chairman of the 1911 Albany convention out of which the barge canal terminal act developed, acted as chairman yesterday. He de-clared the railroads would benefit from the canal in the end, and dwelt on the need of terminals and grain elevators if the grain trade is not to go to Mont

CLARION, Pa., Oct. 14.—United States mail airplane No. 87, piloted by Max Miller, was badly damaged late to-day and waterways affairs. Superintendent of Public Works Walsh received the

> Other speakers were Attorney-Genera Charles H. Newton, Dock Commissione Murray Hulbert and William E. Cleary of Brooklyn, once president of the As sociation of Canal Boat Owners. Besides the Governor and his staff State representatives at 'he opening in-cluded Frank M. Williams, State En-

Lieut.-Col. T. S. Bowen, DH-4 No. 21

14, at Salduro. Lieut H. W. Sheridan, DH-4 No. 40

at Salduro. Licut, G. Newman, DH-4 No. 108, at Salduro.

Lieut. S. W. Torney, DH-4 No. 38, at

Lieut. F. C. Nelson, DH-4 No. 6, at

Ligut.-Col. T. S. Bowen, DH-4 No. 23,

at Sidney. Lieut J. B. Wright, DH-4 No. 42, at

Lieut. W. C. F. Brown, DH-4 No. 5, a

maha. Licut. J. B. Machle, DH-4 No. 17, at

Capt. R Steinle, DH-4 No. 22, at

ut. F. Kirby, DH-4 No. 44, at

Lieut. T. Hynes, DH-4 No. 45, at

Major A. Golkeson, DH-4 No. 102, at

MAIL FLIER BURNED

Strikes Tree When Going

Over Baltimore in Fog.

BALTIMORE, Oct. 14 .- Pilot Lyman W.

Doty of California, a flier of the air mail service between Washington and it is so hard to get it here, comes new York was hurned to death here against the transportation obstacle. New York, was burned to death here to-day when his plane struck a tree, fell to earth and caught fire. Only his charred remains were left. He was flying in a fog and came down too low. The machine and four bags of mail were destroyed. Many silver coins were found in the debris by a post office agent.

Charles Stanton, superintendent of the air mail service, eastern division, and on onlighted There was the canal if the canal in which New York had put more than in which had had a which which ha

his daring. He was a sergeant in the air service at Kelly Field, Tex. Last December he entered the air mail ser-

MAIL PLANE TAKES TUMBLE.

in Pennsylvania.

when the aviator attempted to make a The ground was soggy and when the like the keys of home. struck they sank in the soft The machine turned over, the propeler, wings and skids being broken.

Miller escaped injury. The mail was forwarded to New York by train. Western Mills Gain More Men. Chicago, Oct. 14.—Substantial gains gineer: Roy C. Finch, Desuty; Walter in returning workers were reported by mills to-day from Gary, Waukegan, Evanston, Indiana Harbor and other mill centres in the Chicago district affected by the steal strike Woukegan that the Chicago district affected by the steal strike Woukegan to the Chicago district affected by the steal strike Woukegan to the Chicago district affected by the steal strike Woukegan to the Chicago district affected by the steal strike Woukegan to the Chicago district affected by the steal strike Woukegan to the Chicago district affected by the steal strike Woukegan to the Chicago district affected by the strike Woukegan to the Chicago district affected by the C by the steel strike. Waukegan police au-thorities say the strike will not last another week, as men are returning to work daily and other strikers are leav-ing the city to find work elsewhere.

Governor Says Vigilance and

vesterday in its journey toward a per- Department of Justice Knows fect canal system. To the music of the and speeches by Gov. Smith and other pleted and equipped terminal of the barge canal system, at Pier Six on the East River, was opened and the keys

erminal is ready for it. L'eut. D. B. Gish, DH-4 No. 10, at The bl., pier. 572 feet long and eighty-five feet wide, immaculate in white paint Lieut. W. R. Taylor, S. V. A. No. 101, and with electric lights gleaming along the sides and mingling with the grey daylight that came in through the ten large openings that lead to the wide driveway at one side and to the cobbled street at one end and the East River at the other, made a fine theatre for the ceremony. The \$600,000 structure is a model of its kind, but Gov. Smith pointed out that if proper terminal facil-ities are to be erected elsewhere and the canal system is to be completed and TO DEATH IN CRASH erated it should be, energy and eternal igilance are required.

B. Altman & Co.

The Lamp Department

(on the Fifth Floor)

is displaying an exceptionally liberal assortment of lamps for every room and every occasion, embracing a great variety of designs and sizes.

Graceful floor lamps of solid mahogany and of carved wood in gilt or polychrome finish; table lamps in many artistic media, including Chinese porcelain in celadon; sang de boeuf and powdered blue; boudoir lamps daintily designed and decorated; and Japanese bronze lamps, very ornate with cloisonne decoration.

Lamp Shades, in original designs and in every desired material and color, can be supplied to order to harmonize with the furnishings of any room. A choice selection of imported French shades, of which reproductions can be made, is on exhibition in the Lamp Department.

Madison Avenue - Fifth Avenue 34th and 35th Streets Nem Bark Deputy Engineer: Edward S. Gleason, commissioner of the metropolitan division: George E. Swan, secretary of the State Control Board: Thomas R. Crane, Assistant Supervisor of Public Works: Frederick S. Green, Commissioner of Hishways: J. W. Yelverton, chalirman of the State committee on canales former. TO DESTROY CAMPS Ex-Lumber Camp Man Gives

Continued from First Page.

pletely ruined the plans of the Govern

FLYNN DENIES BOMB ARRESTS IN GARY, IND. Police Also Without News of Reported Raid.

ustice and the police said last night they are without information with regard to the reported discovery in Gary of anarchists connected with the Gimbel ombs and the bombs placed at the oor of Attorney-General Palmer and Washington, Oct. 14.—Officials of the Department of Justice declared late to-day that they still were without any advices to indicate that important developments in the hunt for anarchistic bomb plotters were taking place or expected in Gary, Ind.

After receiving a report from Pittsburg, the headquarters office of the district in which Gary is located, it was declared, so far as officials here knew, that there was "nothing" in the published reports that arrests of bomb plotters were imminent. Other reports, Washington, Oct. 14.—Officials of the Department of Justice declared late to-

were imminent. Other reports, however, are expected in case developments justify them. "Because there was no counter publication," Mr. Flynn said. "There is nothing in it so far as connecting the persons arrested at Gary with the bomb outrages of last June. At is pure bunk. My information was telegraphed me direct from Washington upon reports telegraphed there by the military authorities and agents of the Department of Justice in Gary."

It was said at Police Headquarters that no steps had been taken to watch the stations or ferries here and that no such request had been received either from Gen. Wood or the civil authorities in Chicago. Ivanoff, the Russian radical agitator mentioned in the Chicago despatches, is well known here to both the Department of Justice and the police."

"Because there was no counter publicative campaign to counteract the campaign of lies the Bolshevists, the L. W. W's and the radicals grew bolder in Seattie and told the shipbuilders their employers were making \$100 a day on each man's labor. This was believed.

"Right here in New York there are fifty publications doing the same work and accomplished in the West. You can see it on every side, yet there is not a move made to combat this influence."

Bainbridge Colby, member of the United States Shipping Board, urged a firm stand in connection with present industrial unrest and declared that among the accepted axioms of other days which must be relegated to the scrap heap was

WASHINGTON, Oct. 14.—Appointment of Gen. March, Chief of Staff, and Major-Gens. Hunter Liggett and Robert L. Bul-lard to the permanent rank of Lieuten-ant-General in recognition of their services during the war would be authorized under a bill introduced to-day by Chairman Wadsworth of the Senate Department of Justice and the police. There is no criminal record against him, and he is known to the authorities as simply a red orator careful to keep his incendiary utterances within legal Enactment of legislation authorizing the appointment of Gen. March to the permanent rank of General was recommended some time ago by President Wilson. No action had been taken.

EPIDEMIC IN STRIKES | BRITISH BIRTH RATE **BLAMED ON PUBLICITY**

Views to Advertising Men.

Sherman Rogers, a former lumber amp foreman in the West, donned a dinner jackt for the first time in his life last night and then took it off, figuratively speaking, at the 163d dinner of the Sphinz Club, an organization of advertising men, when he placed the blame for the strike epidemic which has crippled industry from coast to coast squarely on the shoulders of the nation's publicists.

the shoulders of the nation's publicists.

Nearly 150 members of the club listened with great interest in the Waldorf Gallery of the Waldorf-Astoria while Mr. Rogers traced the spread of what he called the present industrial terrorism from the time in 1917 when the leaders of the railroad brotherhoods pointed a pistol at the head of the President and threatened to strike. He said:

"It was then that a man with the

"It was then that a man with the courage of a Theodore Rooseveit was needed, who would have told the men to go, ahead and strike. Had this first great strike threat been met in courage-ous fashion there would not be the present uncest. Then the agitators started and told the laborers in the West man's work. It required eighty tons of literature in the State of Washington to convince the men of this. Against this there was not a single pamphlet or word in contradiction of the statements "Because there was no counter public-ity campaign to counteract the campaign

the accepted axioms of other days which must be relegated to the scrap heap was that of labor's unqualified right to strike

The dinner was the first of a series of get together affairs to be held during the fall and winter. George Ethridge, president of the club, was toastmaster

SHOWS LARGE GAIN

August Highest Since Start of the Great War.

Correspondence of the Associated Press London, Sept. 16 .- More bables were born in England during August than in of the war. Official returns show the number to be 6,390, equivalent to an annual rate of 18 per thousand, and 461 more babies than over the same month of 1918. "I believe that during and after war

more boy bables are born than girls,"
said Dr. Mary Scharlieb, a specialist,
discussing the report, "I think official
figures will prove that more boys are
born during periods of stress, hardship
and food shortings and more girls during periods of wealth, case and luxury
"A baby these days is a very expensive addition to the average Britisl
family," said another dector. "The cos f everything from blankets to perambe

guineas a week. The infant's extensive wardrobe is also a costly affair these days, while his cot costs twice as much as before the war. Only millionaires can afford twins, much as we need them to repoir the waste of war."

BOILED EGGS are given a tare relish by the addition of a few drops of

SAUCE Eggs in any style are

made more appetizing by the use of **LEA&PERRINS**

Have a bottle in the kitchen as well as on the table.



UMEROUS articles have appeared during the past few months in various newspapers predicting the "Hundred Dollar Suit" for men this season.

The prediction has been fulfilled-

but not here. Our highest priced sack suit, imported cloth of superior quality, pure silk linings, skillfully tailored,

is eighty-five dollars, and from that price downward, you will find quality and value linked with price moderation in all our Winter suits for men and young men.

> **BROKAW BROTHERS** 1457-1463 BROADWAY AT FORTY-SECOND STREET

Half a Thousand Per Day! - a Revolution Among Sixes

FOUR hundred to five hundred six cylinder cars a day!

There is an announcement that will reverberate around the motor world for years to come.

The high-priced barrier between the People and the Six is battered down.

The news might seem too remarkable to be true, but, coming from a concern with the strength of the Willys Corporation, it is instantly recognized as a fact - for the Willys Corporation is one of the big industries of the automobile world. Its president is John N. Willys, president also of the Willys Overland Company and builder and distributor of over 650,000 automobiles.

The new Six is a revolutionary car. New principles of construction-well proven by long testing slice away costly encumberances of car construction at point after point. More than that -they make quantity production possible. The completed Six will roll from

the assembling platform at the rate of four hundred to five hundred cars per day.

Every detail, from raw materials to the finished parts, will be supplied by the Willys Corporation, or by subsidiary or closely allied industries. Economy is added to economy at every feasible point.

And economy does not stop at first cost:-the car is a light weight car, weighing approximately 2000 pounds. And the engine develops new efficiencies. These facts work together -and produce economy. The Six averaged seventeen to twenty miles per gallon of gasoline during two years of varied and drastic roadtesting, totalling over 200,000 miles.

There are other revolutionary economies-and other new and revolutionary principles of engineering. The details are yet to be announced. But the Six is on its way-a mart car to lead with among classy company. Watch for it.

is putting its reputation into this car. Its products are knownthroughout the automobile universe. The Auto-Lite, lighting and starting equipment, lights up the roadway, from make after make of car-outnumbering other systems, two for one. It occupies extensive plants at Toledo, Ohio, and Poughkeepsie, N. Y. The Willys-Light, a complete automatic electric-lighting plant for farms and homes, has an immense field-the thousands of farms that need modern lighting today. In one month of this year alone orders for 20,000 outfits were booked. Every manufacturer of automobiles, trucks and motors knows New Process Gears. The industry is one of the big recognized leaders in the gear-cutting trade with a constantly increasing demand.

The Willys Corporation

Anyone desiring further information about the plans and the new car program of the Willys Corporation should write for our booklet.

Willys Corporation

52 Vanderbilt Avenue, New York

N. B.—This is one of a series of advertisements to acquaint the public, automobile trade and buyers of motor cars in general with the present scope and important plans of the Willys Corporation